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1. FOLLOWING DISCUSSION WITH EXPERTS FROM HTA, IT HAS BEEN FOUND ADVISABLE TO SLIGHTLY AMEND THE TRACKS OF OUR TWO ORIGINAL ROUTES (REF) TO MEET THEIR WISHES AS REGARDS DIRECTION OF FLIGHT LINES AND MORE ACCURATE COVER OF SPECIFIC INSTALLATIONS WITHIN THE OVERALL TGT AREAS. THIS PARTICULARLY APPLIED IN THE KAPUSTIN YAR AREA WHERE THE ORIGINAL FLIGHT LINE TRACKED ACROSS THE RANGE HEAD AND WOULD HAVE RESULTED IN A SMALL GAP DUE TO INHERENT FILM SPLIT; THE AMENDED FLIGHT LINE (S TO T OF NEW ROUTE A) WILL NOW ENSURE PRIME VERTICAL COVER OF THE RANGE HEAD. SIMILARLY IN OTHER TGT AREAS, THE REFINEMENTS WILL ENSURE THE ABSOLUTE HTA REQUIREMENTS. AS YOU WILL NOTE THE AMENDMENTS ARE VERY MINOR AND

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CLASSIFIED MESSAGE B0056

ROUTING

ORIG :
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1	4
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TO :
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PAGE TWO

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO INFO CITE
ONLY IN TERMS OF A FEW MILES SHIFT WITHOUT ALTERING THE GENERAL ROUTE PATTERN. FURTHERMORE, IN THESE ROUTE REFINEMENTS

25X1A **COGNIZANCE HAS BEEN TAKEN OF THE RESULTS OF THE SIX** ☐ **PROFIL**

25X1A **FLOWN BY** ☐

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2. THE ROUTES AS AMENDED ARE AS FOLLOWS:

A. ROUTE A (PRIORITY ONE)

25X1D

- A.
- B.
- C.
- D.
- E.
- F.
- G.
- H.
- L.
- J.

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